

## SPECIAL NOTICE.

All transient advertisements and subscriptions must be prepaid.  
 Carriers are not allowed to sell papers, nor to receive payments from subscribers.  
 Single copies of the DAILY ADVERTISER or WEEKLY GAZETTE can always be purchased from the News Dealers or at the office of publication, 46 Merchant street.  
 RATES: Daily Advertiser, \$1.50 per quarter, or \$6.00 a year in advance.  
 Any subscriber who pays to the undersigned for either paper one year, strictly in advance, will receive one copy of the "Tourist's Guide" as a premium.  
 Ten Dollars reward will be paid for information that will lead to the conviction of any one stealing the Daily or Weekly left at the office or residence of subscribers.  
 Lengthy advertisements should be handed in during the day, to insure publication the next morning. Short notices received up to 10 P. M.  
 HAWAIIAN GAZETTE CO.,  
 H. M. WHITNEY, Manager.

## Hawaiian Gazette

## 10-PAGE EDITION.

TUESDAY, AUGUST 4, 1891.

FRIDAY, July 31st, was formerly observed as a holiday, on account of the restoration of the Hawaiian Flag on this date, which was hauled down by Lord George Paulet some months prior. The observance of the day fell into desuetude on account of the nature of the occurrences connected with the affair which it helped to keep in remembrance. For Admiral Thomas the Hawaiians will always retain a fragrant memory, not so, however, for Lord George.

## A SINGULAR OCCURRENCE.

Much attention has been recently drawn to the lake in process of formation in the Colorado desert near Salt Lake, and on July 1st within 2,000 feet of the Southern Pacific Railway track, which runs down to Fort Yuma.

Every year there is a flow supposed to be from the Rio Colorado, which usually spreads over a depression commonly known as "the sink," but this year the waters are said to have broken out a little to the north of the ordinary spot, or nearer to Yuma.

To the north of the "sink," and southwest of Salt Lake, is a long bean-shaped tract named in some maps the "old dry lake;" between these two depressions is a high ridge of clay; nevertheless there is now in the "old dry lake" an area of water covering thirty miles in one direction, and twelve in another. This is only twenty-one inches deep, but in the sink itself there is now a body of water very much larger and deeper than usual. The engineers of the Southern Pacific think that the water from the sink has percolated the ground under the clay ridge and so has entered the old dry lake.

Several exploring expeditions have been sent out to discover and trace the supply of water, but the heat in the desert is so unbearable that it is impossible for any white man to venture on a journey at this time of the year.

A boat expedition from San Pedro found a stiff breeze blowing and the sailors were driven five miles out of their course. At a point fifteen miles from Salt Lake they found a current running at the rate of four and a half miles an hour, but the water was only fourteen inches deep. The deepest they found was twenty-one inches, and that at a spot where there were eight inches the day before. The sailors were compelled to return soon after the sun rose, as the heat was intolerable. However, they started out again the next night though they cannot go far in any direction on account of the shallowness of the water. When they first went out they found the water quite saltish, but the second day it was 17 per cent. fresher, which is looked upon as another confirmation of the theory that the water is from the river and not from the gulf. The specific gravity taken at different points varies from 10.07 to 10.18, which latter is much heavier than sea water. This fact is accounted for by the vast bed of salt which makes it impossible to determine whether it be sea or river water. Another disturbing circumstance is that an occasional very strong breeze, acting on the

surface of a large sheet of such very shallow water, drives the water back perhaps half a mile and then a change of wind brings it back beyond its former margin. Thus it is impossible to determine, except at long intervals, whether the volume of water be increasing or no.

The editor of the Redlands Facts returned from an inspection of the lake on July 1st, and reports it then to be at least twelve miles in width at Salt Lake, and from the point where the switch connects the salt-works with the Southern Pacific Railroad, the water extends farther than the eye can reach.

Though all sorts of theories are held at Salt Lake; latterly the generally accepted notion is that the water comes from the Gulf of California.

Latest accounts declare that the water is still rising slowly.

## CORRESPONDENCE.

We do not hold ourselves responsible for the statements made, or opinions expressed by our correspondents.

MR. EDITOR: When you asked me on the morning of the 28th inst., if the statement in your issue of that date by J. E. Brown, charterer of the Pactolus, was correct, I told you I thought it best to say nothing. But taking the privilege of the many, I have changed my mind. Mr. J. E. Brown, charterer of the Pactolus, uses the words "misleading and untrue" in his statement. He then says, "the Pactolus (by which vessel I was a passenger from China) put into Kawaihau on the 13th inst., not because provisions or water were short, but simply because the captain considered the wind unfavorable for getting the vessel to Mahukona, intending to get underway again when the wind changed." This part of Mr. J. E. Brown's statement is misleading and false, which he knew as such when he wrote the statement, as the accompanying letters will show:

SHIP PACTOLUS, AT SEA,  
 OFF KAWAIIHAE BAY, 14th July, 1891.  
 CAPTAIN BEADLE, Ship Pactolus:

DEAR SIR: Since you have expressed your intention of making a circuit of the island of Hawaii prior to trying again to enter the bay of Mahukona, I hereby request that, under the circumstances, rather than make this detour, you will be good enough to take your ship direct to the bay of Kawaihau, and there anchor.

I am, dear sir, yours truly,  
 J. E. BROWN,  
 Charterer Ship Pactolus.

SHIP PACTOLUS, KAWAIIHAE,  
 15th July, 1891.  
 CAPTAIN BEADLE, Ship Pactolus:

DEAR SIR: I hereby notify you that the United States Consular Agent at Mahukona has, by letter of the 1st inst., ordered the Pactolus to proceed with all possible dispatch to that port.

I have also received an official notification from the Secretary of the Board of Immigration, written from Mahukona on same date, desiring that the instructions of the U. S. Consular Agent be carried out with the least possible delay.

I am, dear sir, yours faithfully,  
 J. E. BROWN,  
 Charterer Ship Pactolus.

The facts of the case are these: On Tuesday, July 14th, shortly after noon, I, having tried to work into Mahukona, sometimes being under close-reefed topsails, for two days, and found it impossible to accomplish, I concluded to run around the island and try to come in close to the land. I ordered my mate to make all sail, and steer south. About 1 P. M., Mr. J. E. Brown, Charterer of the Pactolus, probably having the information from the mate that I was going to run around the island, came to my room, and protested. I told him I understood how to take care of my vessel without his assistance. He then informed me, with fear and misery depicted on his countenance that would have softened the "heart of a nether millstone," that if I persisted, I would be becalmed and be weeks before I reached Mahukona, and he only had four days' provisions on board, and he feared a mutiny; his countenance was distressing to look at. I asked him what he wanted me to do; to run in and anchor at Kawaihau? He replied: "Yes; I can then communicate with my parties at Mahukona." I then requested him to give me written instructions to that effect, and I would execute them. He said he would comply immediately. I replied: "I will then get the ship into Kawaihau." I went on deck and worked the ship into Kawaihau and came to anchor about 4 P. M. I hoisted the American flag, and shortly the Postmaster, Captain of the Port, etc., came off in a canoe, and I took the letter from Mr. J. E. Brown, Charterer of the Pactolus, and put it between the strands of a rope and lowered it down to the aforesaid official, and Mr. J. E. Brown, Charterer of the Pactolus, requested him to dispatch it at once as it was very important. I did not read that letter, but Mr. J. E. Brown, Charterer of the Pactolus, gave me to understand that the contents was to the effect that we were short of provisions, and asking if the coals could not be landed and walk over to Mahukona. He was quite nervous and as restless as "a motherless colt" until we saw the messenger depart on horseback.

The next morning at about 5:30 a native pilot came on board, and presented me with two letters; but I found they were directed to Mr. J. E. Brown, the charterer of the Pactolus, and passed them to him. He opened them and passed them to me to read. One was from the U. S. Consular agent, Mr. Falk, requesting me to bring the ship to Mahukona, and to put confidence in the pilot he had sent, as he was thoroughly trustworthy, and that provisions were at Mahukona waiting arrival; the other was from the Immigration Board, requesting me to comply with the wishes of the U. S. Consular agent. I gave orders to get the second anchor, but before we could get under way the sea breeze came in, and

we were compelled to wait for the land breeze to come after dark. I requested Mr. J. E. Brown to notify me in writing, which the accompanying letter will show. At about 5 P. M., while waiting, we saw a steam schooner approaching, and after some time I remarked that I should not be surprised if that steamer was coming to tow us to Mahukona.

Mr. Brown, Charterer of the Pactolus, replied: "I should not be surprised." When he requested me to get under way in the A. M., I asked him about starting with only four days' provisions. He replied: "I will risk that." The steamer Lehu took us in tow, and in two hours we were at anchor at Mahukona. This is the true reason why the Pactolus anchored at and departed from Kawaihau.

Very respectfully yours,  
 Wm. Beadle.

Honolulu, July 30, 1891.

## COAL MARKET.

Dalgaty & Co., of Newcastle, report the coal trade of that port as follows, on July 7, 1891:

The past month has been very unsatisfactory to the colliery proprietors of this district, owing to a variety of causes. The excessive boisterous weather experienced on the Australian coast has delayed the arrival of many sailing vessels as well as steamers. The low freights now offering from the Welsh ports to California and the continued political difficulties on the west coast of South America have had a very depressing influence upon the recent export of coal; but, notwithstanding this, the export of coal from Newcastle during the first six months of 1891 has amounted to 1,133,402 tons, or an increase of 225,813 tons over the corresponding period of 1890. This shows that although there is a desire on the part of many people who are interested in the Sydney and southern collieries to convince the public that our export trade is decreasing, the fact still remains that the foreign and inter-colonial export of our staple commodity is steadily increasing, and we anticipate that when the totals are made up for the year 1891 they will show the largest export on record. In addition, it is satisfactory to note that the tonnage listed to arrive in the Colonies is very heavy and we may reasonably expect for Newcastle a fair proportion of this.

Prices are: Best screened coal, 11s.; unscreened, 10s. 6d.; small, 5s. 6d. to 6s.; washed blacksmiths', 8s.; best Washland washed coke, 35s.; best co-operative coke, 35s.

Freights—Bates generally are very low, and only few fixtures are reported for the month.

## Dried Bananas.

The Samoa Times quotes a letter addressed to a Queensland paper on the subject of growing and drying bananas for exportation. The writer says he dries about 2,000 pounds per month, in an evaporator of his own contrivance, and that small settlers can make a good profit if they can put their dried fruit on board at three pence per pound. After two years of experimenting and spoiling a great quantity of fruit he has learned to dry bananas so that they will keep for over twelve months in a moist climate, and he can dry the fruit whole instead of in halves. One acre of good rich scrub land will yield five tons of dried bananas, and it takes five pounds of ripe peeled bananas to make one pound of properly dried fruit. This again when soaked in water and stewed for half an hour swells to five pounds in weight, and the water is a sweet syrup without requiring any sugar whatever.

The Queensland banana grower has sent his dried bananas to London, but has not yet got the returns, though he says he is sure that when once the fruit is known, there will be a large demand.

## The Decision.

A decision, in the case of the Hilo Sugar Company vs. H. C. Austin, Assessor and Collector of Taxes, has been given by the Supreme Court. The question involved was for the collection of taxes for the year 1890 from the property of the above named corporation. The bill alleges that the plaintiff made a sworn return of its property to the assessor; that it was objected to as not containing certain particulars alleged by the assessor to be required by a regulation of the Minister of Finance and that on the assessor increasing the returned valuation from \$300,929.29 to \$416,096.29, the plaintiff tendered costs and asked for an appeal, which was denied on the ground that the return did not comply with the law. The plaintiff tenders and pays into court \$3,009.29, the tax upon the valuation in the return, and prays that the tax collector may be enjoined from collecting any further sum.

The plaintiff corporation has been denied its appeal from the increased assessment. The Tax Appeal Board has been dissolved efflux of time and the plaintiff has no remedy except that prayed for in the bill.

## Y. M. F. S.

The Sunday school room of St. Andrew's Cathedral was the scene of an entertainment given by the Young Men's Friend Society Thursday evening.

This society was organized by Rev. H. H. Gowen some time ago. At present it numbers about thirty members. Mr. C. Henry White has been asked to take charge of it for the present.

The exercises of the evening were given mostly by members of Rev. Alex. Mackintosh's classes in the Royal School, repeating some of the closing numbers of that school. The boys did very well, their efforts being heartily appreciated by the fair sized audience. After the literary programme was carried out, refreshments of ice cream, cake, etc., was served.

## ENTERTAINED BY ROYALTY

Her Majesty was pleased to grant the following visitors an interview Monday, July 27th, in the Blue Room of Iolani Palace, and also accorded them the privilege of seeing the royal feather cloaks and capes:

R. V. Richet, Victoria, B. C.; Caroline C. Jackson, San Francisco; Edith H. Armstrong, Louise H. Armstrong, Hampton, Va.; Matthew Luce, Jr., John A. Blanchard, the Misses Mott-Smith, W. R. Whittier, Boston; Arthur B. Wood, Sycamore, Ill.; Gertrude S. Hunt, Mrs. J. W. Robinson, Louise C. Robinson, Alma Robinson, Los Angeles, Cal.; Milton Jones, San Francisco; James P. Moffett, Mrs. J. P. Moffett, Portland, Ore.; F. E. Rand, Mrs. F. E. Rand, Ponape, Micronesia; Mrs. H. Waterhouse, Nellie Waterhouse, May Waterhouse.

## AT BREAKFAST.

Her Majesty entertained Mr. and Mrs. Peter C. Jones at breakfast on Monday, July 28th. There were also entertained, Hon. W. F. Allen, Hon. Russell D. Walbridge and wife and Mrs. R. B. Walbridge, Hon. J. Mott-Smith, Hon. J. O. Carter and wife, Gen. Armstrong, Miss Ada Jones, Her Majesty's Chamberlain, and Mrs. Aldrich.

Can any of our readers here or in Samoa furnish information regarding the choco, referred to in the following item: "The choco is a new plant or vine (well known in the island of Samoa) which is creating great interest in Santa Barbara. The fruit weighs on the average about three pounds and has the flavor of a chestnut. It ripens in ninety days and has been known to grow to weigh twenty pounds."

## "German Syrup"

We have selected two or three lines from letters freshly received from parents who have given German Syrup to their children in the emergencies of Croup. You will credit these, because they come from good, substantial people, happy in finding what so many families lack—a medicine containing no evil drug, which mother can administer with confidence to the little ones in their most critical hours, safe and sure that it will carry them through.

Ed. I. Williams, of Alma, Neb. I give it to my children when they are troubled with Croup and never saw any preparation act like it. It is simply miraculous.

Fully one-half of our customers are mothers who use Boschee's German Syrup among their children. A medicine to be successful with the little folks must be a treatment for the sudden and terrible fits of childhood, whooping cough, croup, diphtheria and the dangerous inflammations of delicate throats and lungs.

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## NEW GOODS to the PACIFIC HARDWARE CO.

An Invoice Lamp Chimneys, Galvanized Tubs and Buckets, Tea Kettles, Sauce Pans, Fry Pans.  
 Paint Oil, Caster Oil.  
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 Some more Refrigerators and Ice Chests.

A fresh invoice of Rubber Hose.  
 Planter's Hoes—Extra Strong.  
 An invoice I X L Cutlery.  
 Table Cutlery.  
 Cordage and Twines.

PACIFIC HARDWARE CO., LTD.,  
 FORT STREET.  
 1377 27th St.

## MARSHAL'S SALE.

BY VIRTUE OF A WRIT OF EXECUTION issued out of the Police Court, on the 10th day of July, A. D. 1891, against Jas. I. Dowsett, Jr., defendant, in favor of J. W. McDonald, plaintiff, for the sum of \$319.87, I have levied upon and shall expose for sale at the front entrance of Aliolani Hale, in the District of Honolulu, Island of Oahu, at 12 o'clock M. of MONDAY, the 31st day of AUG., A. D. 1891, to the highest bidder, all the right, title and interest of the said Jas. I. Dowsett, Jr., defendant, in and to the following property, unless said judgment, interest, costs and my expenses be previously paid.

List of property for sale:  
 1 Cream Separator,  
 1 Gasoline Engine,  
 1 Case of Gasoline,  
 1 Hay Cutter (new),  
 1 Box of Battery,  
 1 Box of Trunkets.  
 (Sig.) J. A. MEHRTEN,  
 Deputy Marshal.  
 Honolulu, July 31, 1891.  
 2825-304 1386-31

## Annual Meeting.

THE REGULAR ANNUAL MEETING of the Honolulu Sugar Co., for the election of officers, will be held at the office of C. Brewer & Co., on WEDNESDAY, August 12th, at 10 o'clock A. M.  
 WM. W. HALL,  
 Secretary H. S. Co.  
 2827-41w 1386-21

## New Advertisements.

## PARAFFINE PAINT CO'S

## IDEAL ROOFING!

## EXTRACTS FROM LETTERS:

HARDMAN PECK CO.,  
 Piano Manufacturers,  
 Warehouses, 128 5th Avenue,  
 Office and Factories, 35th and 4th sts.  
 and 11th and 12th Avenues.  
 NEW YORK.  
 GENTLEMEN—Your P. & B. Roofing has been on the roof of our Piano Factory, 4th st. and North River, during one summer and winter, and we take pleasure in stating that it has given us better satisfaction than any roofing material we have ever had. \* \* \* With Your Roofing we have had no trouble whatever. We have a solid protection against all sorts of weather, and no danger of leakage. There is no place on the roof (as your paint cements the joints solidly) where any moisture can enter or even fine drifting snow find a lodgment. As the New York Board of Fire Underwriters class it the same in Fire Risks as a Tin Roof, we feel as well protected as regards risks of ignition. We gladly allow you to refer any one to this factory or to print this letter if you so desire.

WHITE, GILLESPIE & TRAYLOR,  
 Stamford, Conn.  
 GENTLEMEN—While of value an unsolicited, spontaneous endorsement of your Roofing may have and it ought to be the best kind of testimony, you are entitled to it. Last fall we covered a large warehouse with your material, laying it according to your directions and our own common sense, and we are much satisfied with how it turned out. \* \* \* Our factories here have gravel roofs, 6 inch roofs, and tin roofs, but none of the satisfaction or promise of Yours. \* \* \* We want more of it.

AFTER SIX YEARS.  
 EAST OAKLAND, CALA.,  
 AGE 8th, 1890.

GENTLEMEN—We have been using your heavy Roofing on our out buildings for over SIX YEARS, and it has proved itself to be a very durable roofing, giving no trouble, thoroughly watertight and even better than you represent it to be; we can confidently recommend it as a first class roofing.  
 (Signed) THE CALA. COTTON MILLS CO.,  
 Per T. Y. Miller, Sec'y.

N. CLARK & SONS,  
 San Francisco.

GENTLEMEN—We take great pleasure in recommending your Paraffine Roofing not only for its superior water proof qualities, but as a roof that is light, requiring in large buildings no heavy truss system, as is the case with shingle or metal roofs, and as a roof that can be laid with the least possible pitch.  
 On our factory at Alameda Point which is 110 ft. wide, we gave it a pitch of one inch to the foot, which is all that is required.

There is on our roof over 4,000 square yards of the roofing, and notwithstanding the heavy rains last winter and the snow-storm, not a drop of water has entered the building through the roof.  
 (Signed) N. CLARK & SONS,  
 M'rs. and Dealers in Vitified Iron-stone Sewer Pipes, Water & Chimney Pipes and Tops.

NEW YORK BOARD OF FIRE UNDERWRITERS,  
 Board of Survey, Bowdoin Building,  
 New York.

The Paraffine Paint Co., 48 Maiden Lane:  
 DEAR SIRS—At the last meeting of the Committee, the Roofing Material presented by your company was duly considered and the same will rank at the same rate as tin roofs.  
 (Signed) JAS. HARRISON,  
 Manager.

A. A. GRIFING IRON CO.,  
 Jersey City, N. J.  
 GENTLEMEN—\* \* \* As we manufacture our radiators which are quite heavy, our works, which cover six acres, are necessarily but one story high, and require a large amount of roofing. After trying nearly everything we could find, we have come to the conclusion that your P. & B. Roofing is the best, and our continued orders are perhaps the best recommendation we can offer you.  
 (Signed) A. A. GRIFING IRON CO.

P. & B. PAINT AS A FIRE-RESISTING COMPOUND.

CHIEF CAMP,  
 Tuolumne Co., Cal.,  
 June 24th, 1890.

Paraffine Paint Co.:  
 DEAR SIRS—The following experience that I have had with your P. & B. compound will speak for itself, as to the merits of your article, and I take much pleasure in giving you the facts.

On June 15 a fire broke out in a building adjoining mine. The building was totally consumed by the flames, and the flying sparks and cinders were falling in great numbers on my roof covered with your P. & B. The effect was to soften the material only, the paint came off in flakes but did not ignite or burn. Please send me a bundle of your P. & B. Paint. Needless to say I am highly pleased with it.  
 (Signed) HENRY MORRIS.

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 take notice that the fine

BARK AMY TURNER,  
 CAPT. JOHNSON.

Will be laid on the berth in Boston to leave for this port on Sept. 15, 1891, if sufficient inducement offers.

For further particulars apply to

2651 1386-q C. BREWER & CO.

## Co-Partnership Notice.

MR. JESSE M. MCCHESNEY AND Mr. Fred W. McChesney of Honolulu, H. I., are admitted as members of our firm to date from July 1, 1891.  
 J. W. MCCHESNEY & SONS,  
 Honolulu, July 6, 1891. 2807-31 1382-41

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FOR JULY, 1891.

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